

Calendar Year 2004  
CENTRAL COMMAND

# SAFESTAT REPORT

*Nevada Highway Patrol*

Major Rick Bradley

## Overview



### Content:

Crash Analysis  
Field Enforcement  
Administration  
Programs

In Calendar Year 2004 the Central Command had a 3.8% increase in total traffic crashes when compared to Calendar Year 2003. The Command handled a total of 1,291 crashes, 47 more than the previous year. There was an increase in all three crash categories with the most notable being an 18.9% increase in fatal crashes. There were 44 fatal crashes in Calendar Year 2004, 7 more than in 2003. 10.9% more people were killed when compared to 2003 with the number of persons being killed increasing by 5 from 44 to 51. Of those that were killed, 63% were not wearing their seatbelts. In addition DUI related crashes increased by 7.7% or 4 more when compared to 2003. This occurred despite a 12% increase in DUI arrests throughout the Command. Commercial vehicles involved in crashes continue to be a problem for this Command increasing by 25.4% and accounting for 20.3% of the Command's total crashes. Because of this identified problem, the Central Command began in June a new program to train all traffic operation personnel in conducting Level 3 inspections on commercial vehicle drivers. Since implementing the program Command wide positive results are being noted.

Total Command enforcement activity showed a decrease in Calendar Year 2004 of 8.1% or 2922 less violations cited when compared to 2003. This decrease can be attributed to winter weather conditions encountered in January and February and the North American Standards (NAS) commercial Level 3 inspection training conducted during June, July and August in which every Traffic Operations Sergeant and Trooper in the Command were required to attend. Despite the decrease in overall activity, increases were noted in several categories, with the most notable occurring in the occupant restraint violations of 21.7%. It also should be noted that since completing the Level 3 training Traffic Operation personnel completed 1,185 Level 3 inspections and issued 739 safety violation citations to commercial vehicle drivers. The repair orders issued as part of the level 3 inspection are not included in the total enforcement violations for the Command. There were 2169 repair orders issued. Increases also occurred in several Commercial Enforcement categories including total safety inspections of 1.4%, total trucks weighed of 17.2% and total dyed fuel inspections of 6.1%.

Through the efforts made by this Command's personnel that include Traffic Operations, Commercial Operations, the Communication Center and the Administrative Services Section we have continued to improve highway safety and service to the public. I thank all our members for their hard work and dedication.

January 7, 2005

CENTRAL COMMAND

## CRASH ANALYSIS AND OVERVIEW

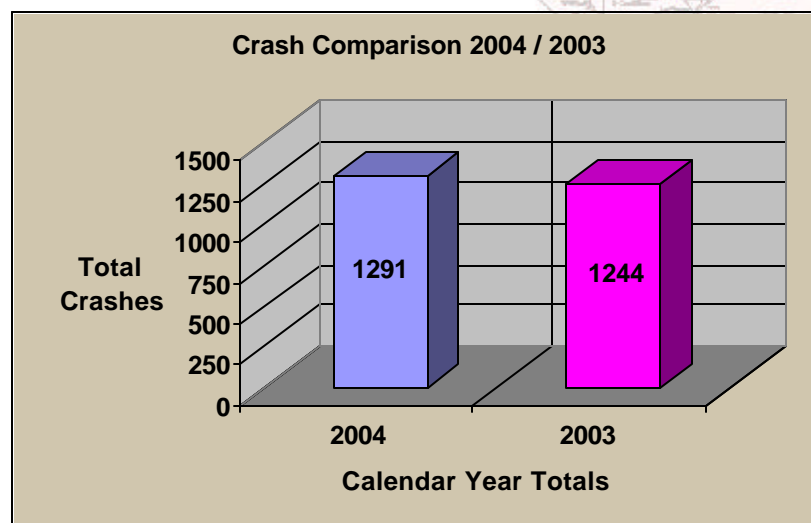
	Calendar Year 2004	Calendar Year 2003	% Change
Total Crashes	1291	1244	3.8%
Property Crashes [including commercial vehicles]	848	822	3.2%
Injury Crashes [including commercial vehicles]	399	385	3.6%
Fatal Crashes [including commercial vehicles]	44	37	18.9%
DUI Crashes [DUI charged]	56	52	7.7%
Total persons killed in fatal crashes	51	46	10.9%
Total drivers killed without seatbelts	20	12	66.7%
Total passengers killed without seatbelts	9	12	-25.0%
Total drivers killed with seatbelts	10	11	-9.1%
Total passengers killed with seatbelts	7	9	-22.2%
Total persons killed -- seatbelts not applicable	5	2	150.0%
Total number of commercial vehicle crashes	262	209	25.4%
Property crashes involving commercial vehicle	205	144	42.4%
Injury crashes involving commercial vehicle	55	56	-1.8%
Fatal crashes involving commercial vehicle	2	9	-77.8%

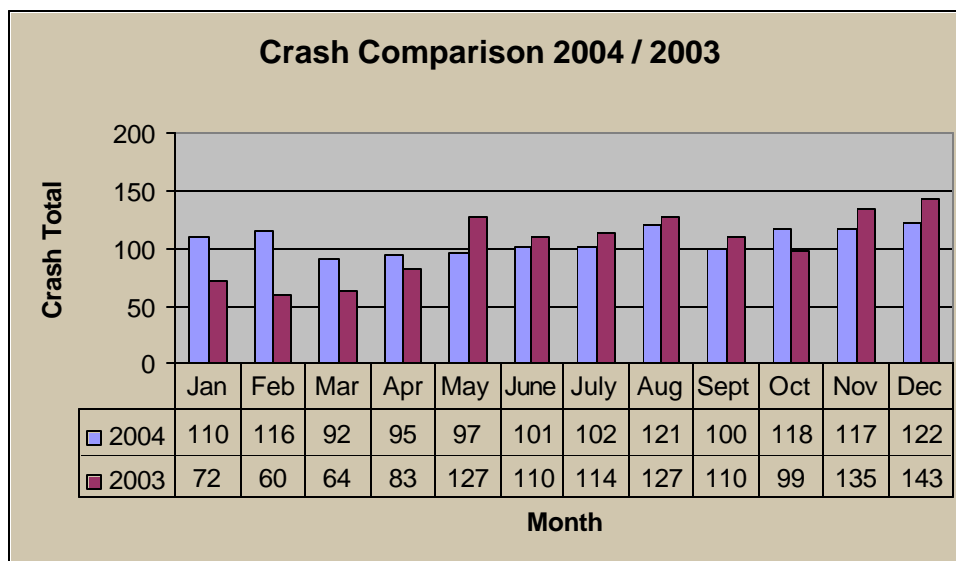
Percentage of fatal crashes to total crashes 3.4%

Percentage of DUI crashes to total crashes 4.3%

Percentage of persons killed *without* seatbelts to total persons killed 63.0%

Percentage of commercial vehicle crashes to total crashes 20.3%





## NARRATIVE ANALYSIS

*[Narrative analysis to include trends or other applicable issues]*

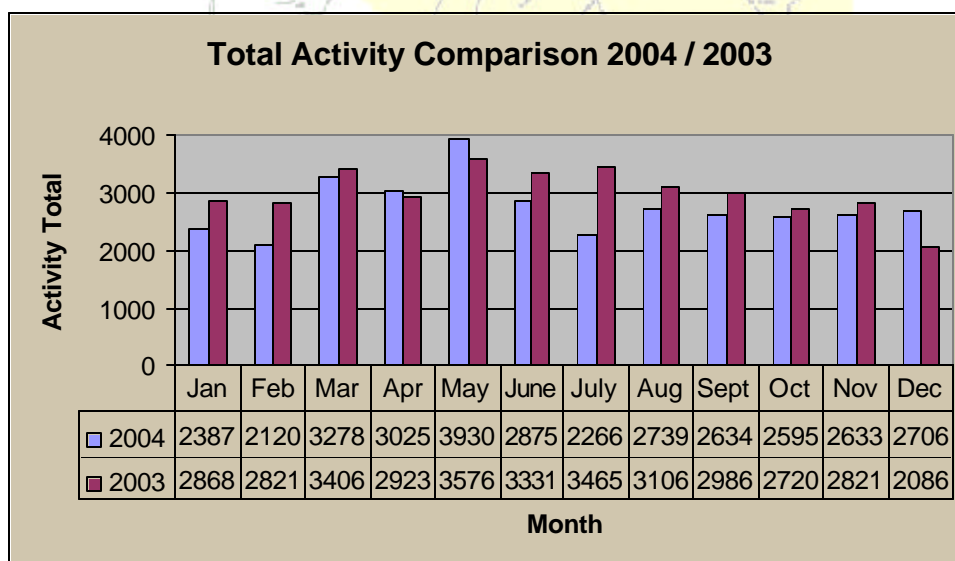
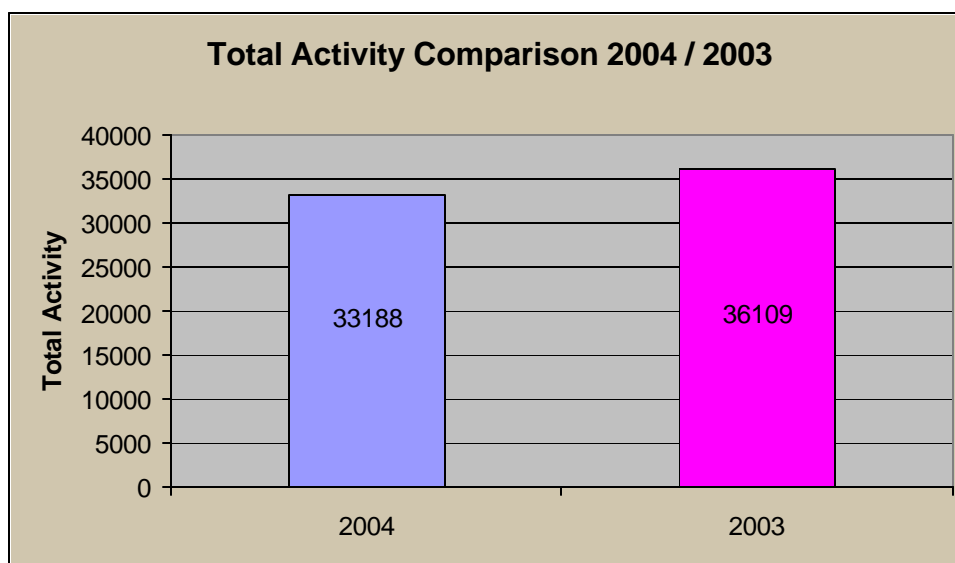
- ☒ Total crashes for Calendar Year 2004 increased by 3.8% or 47 additional crashes.
- ☒ Crashes during the first quarter of 2004 increased 62.2%, or 122 crashes when compared to the first quarter of Calendar Year 2003. This dramatic increase was directly attributed to a mild winter in 2003 which produced little or no adverse winter driving conditions. This is evidenced by the low number of crashes for each month; 72, 60 and 64. Winter conditions encountered during the first part of calendar year 2004 reflected a return to normal winter weather patterns and the resulting crash numbers.
- ☒ Crashes during the remaining three quarters of 2004 fell by 7.2%, or 75 fewer crashes when compared to the same period in 2003.
- ☒ Property damage crashes increased by 3.2% or 26 additional crashes. There were 14 additional injury crashes in 2004, for a 3.6% increase.
- ☒ Fatal crashes increased by 7 or 18.9%. Fifty-one persons were killed as result of the 44 fatal crashes. The number of persons killed increased by 5 as compared to calendar year 2003. During calendar year 2004, 63% of the persons killed were **not** wearing seat belts. Fatal crashes attributed to 3.4% of the total crashed in Central Command.
- ☒ There were 4 additional DUI crashes in 2004 as compared to 2003. The average BAC for alcohol related crashes was .169.

- ⊗ Commercial vehicles involved in crashes during calendar year 2004 increased by 25.4%. Commercial vehicles involved in crashes accounted for 20.3% of the Command's total crashes. Because of the increase of commercial vehicles involved in crashes, the Central Command began in June a new program to train all traffic operations personnel in conducting Level 3 inspections on commercial vehicle drivers. Commercial vehicle drivers at fault in crashes prior to the training were 48.8% and dropped to 43% after the program began. This indicates that the training and subsequent inspections performed by traffic personnel are having a positive effect on those crashes where the commercial vehicle driver is at fault.

## FIELD ENFORCEMENT ACTIVITY

[Narrative analysis to include trends or other applicable issues]

	Calendar Year 2004	Calendar Year 2003	% Change
DUI arrests from crashes	56	50	12.0%
DUI arrests <i>prior</i> to crashes	252	225	12.0%
Other Arrests	1325	1245	6.4%
Total persons arrested (DUI included)	728	680	7.1%
Speed violations	17982	21811	-17.6%
Hazardous moving violations	2420	2721	-11.1%
Occupant restraint violations *	3475	2856	21.7%
Total violations [above violations included]	33188	36109	-8.1%
<b>Commercial Enforcement</b>			
Hazardous moving violations - citations/arrests	300	403	-25.6%
Other traffic violations - citations/arrests	130	166	-21.7%
Total safety inspections [level 1, 2, 3, 4, & 6]	7060	6960	1.4%
Terminal inspections [level 5]	5	88	-94.3%
Total safety violations -- citation	1543	2017	-23.5%
Total safety violations -- repair order	10618	15298	-30.6%
Total vehicles placed "Out of Service"	445	635	-29.9%
Total drivers placed "Out of Service"	290	408	-28.9%
Total school buses inspected	415	336	23.5%
Total school buses placed "Out of Service"	87	75	16.0%
Total trucks weighed	4002	3415	17.2%
Total overweight citations	56	86	-34.9%
Total dyed fuel inspections	6708	6325	6.1%
Total dyed fuel citations	3	11	-72.7%



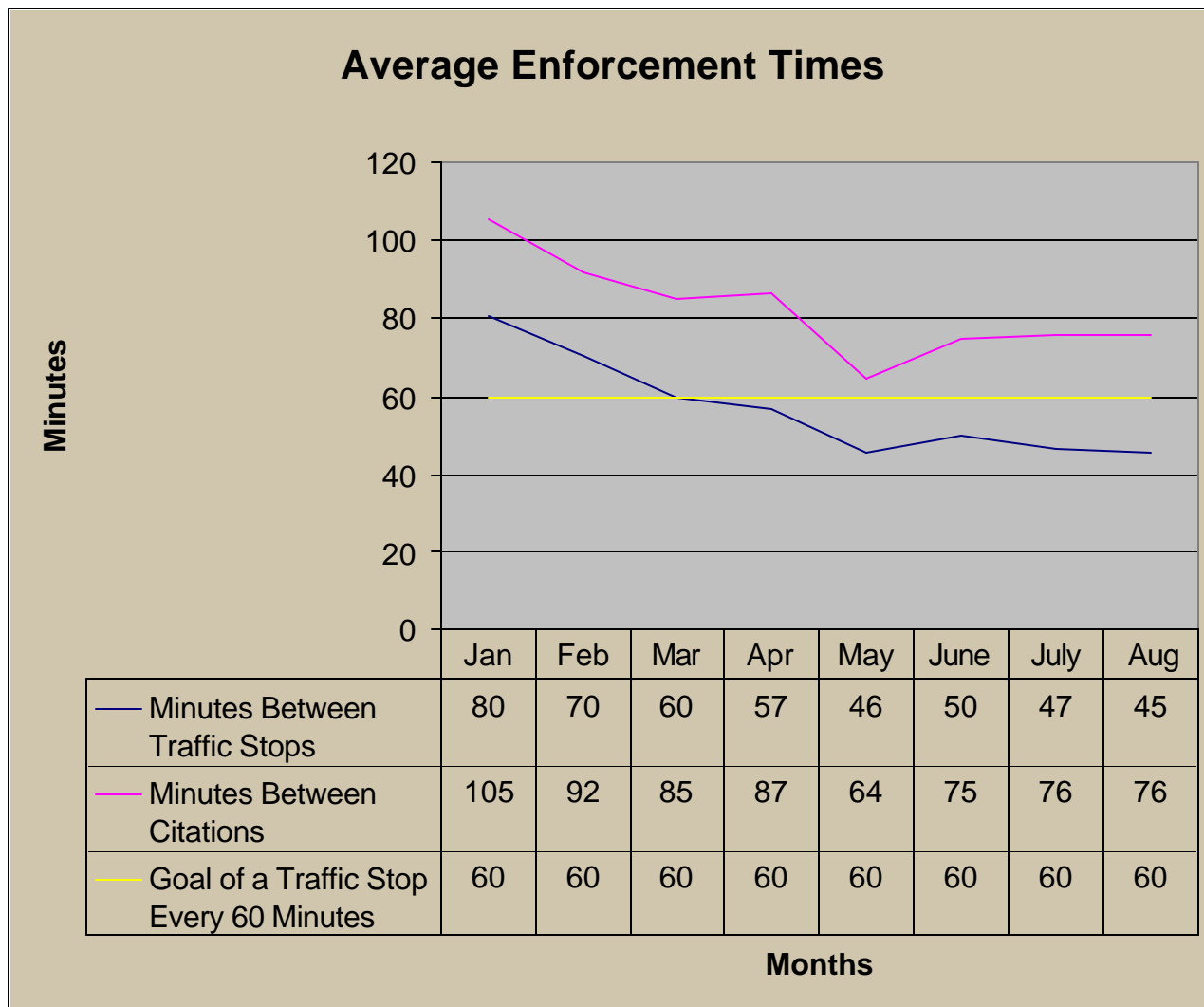
## NARRATIVE ANALYSIS

*[Narrative analysis to include trends or other applicable issues]*

- ☒ Overall activity for 2004 declined by 8.1%, or 2922 violations when compared to calendar year 2003. The enforcement decline was primarily due to two rationales. One was a result of the winter weather conditions encountered during January and February in where there was a decline of 1182 violations when compared to 2003. Almost non-existent winter weather conditions were seen in the Command during the first quarter of 2003 which resulted in fewer crashes and an increase in available time for enforcement. The other rational was the Command wide North American Standards (NAS) Commercial Level 3 inspection training conducted during June, July and August where there was a decline of 2022 violations. This training was required for every traffic operations Sergeant and Trooper within the Command. This training was 40 hours in length plus additional travel time to attend. The training, although highly beneficial, significantly impacted available enforcement activities during peak summer month's travel.



- ☒ The total number of traffic stops conducted in 2004 (40,221) declined by only 1.7% when compared to the 40,934 traffic stops conducted in 2003. There was also an increase in motorist assists of 5% to 7051 in 2004 as compared to the 6701 in 2003.
- ☒ During 2004, Central Command maintained a goal for traffic enforcement personnel of one traffic stop per hour of on-view enforcement time. On-view enforcement time included unobligated time plus traffic stop time. For calendar year 2004, this information was available for January through August. In August, the Command relied on sources other than the Troopers tracking this time, but is yet unavailable. With the exception of winter weather in the months of January and February, Command personnel met or exceeded this goal in every month.



- ☒ DUI arrests prior to crashes increased by 12%. The average BAC was .161.
- ☒ Other arrests in 2004 increased by 6.4% as did the number of persons arrested 7.1%.
- ☒ Speed violations declined by over 17% when compared to the previous calendar year as did hazardous moving violations, which declined by 11%.

- ⊗ Occupant restraint violations increased by almost 22%. This was a result of focusing on occupant restraint violations in hopes of reducing the number of injury and fatal crashes. Despite this effort, the percentage of persons killed in fatal crashes without seatbelts increased from 54.5% in calendar year 2003 to 63% in calendar year 2004.

July - December 2004 Only [All initial training completed in August]

Commercial Activity <b>[TRAFFIC PERSONNEL ONLY]</b>					
Level 2/3 Inspections	Safety Violations Citation	Safety Violations Repair Order	Drivers Placed "Out of Service"	Dyed Fuel Inspections	Dyed Fuel Citations
#	#	#	#	#	#
1185	739	2169	128	514	1

- ⊗ Traffic Operations personnel were trained to perform Level 3 Inspections on commercial vehicle drivers as a result of the increase of crashes within the Command involving commercial vehicles. The training began in June and concluded in August. Minimal inspections were conducted in June and July. The program began full operation in September. Above are the figures for the number of inspections, safety violations and drivers placed "out of service." These figures are not included in the Commercial Operations personnel activity. Traffic Operations personnel have been averaging approximately 250 inspections per month. The citations issued as a result of the inspections are included in the "total violation" in the enforcement activity portion of SafeStat. The 2169 safety violations discovered in where a repair order was the enforcement action taken are not included in that figure. If these were included in overall enforcement activity, there would have been only 752, or 2.1%, fewer violations as compared to calendar year 2003.
- ⊗ Commercial Operations personnel conducted 17 additional commercial vehicle inspections in calendar year 2004 over calendar year 2003. This includes all levels of inspections including level 5.
- ⊗ Despite conducting relatively the same number of inspections, the number of violations discovered declined by over 30%, which in turn decreased the number of citations issued for safety violations and the number of vehicles and drivers placed "out of service."
- ⊗ The number of school buses inspected during 2004 increased by 23.5% from the number inspected in 2003. Of the 415 buses inspected in 2004, 87, or 21%, had "out of service" violations.
- ⊗ The number of vehicles weighed in 2004 increased by over 17%. However, there were fewer overweight violations discovered.
- ⊗ Commercial personnel conducted 6% more dyed fuel inspections in 2004 than in 2003. Of the 6708 dyed fuel inspections, 27.5%, or 1846 were conducted on secondary highways during 1392 hours of directed enforcement time.

## ADMINISTRATIVE SERVICES

ADMINISTRATIVE SERVICES	Calendar Year 2004		Calendar Year 2003	% Change
COMMUNICATION CENTER				
Radio Transmissions	893,311		910,257	-1.9%
CAD incidents	105,381		68,530	53.8%
Telephone Calls	N/A		N/A	#VALUE!
FRONT OFFICE				
Accident Reports Processed	1115		1090	2.3%
Arrest Reports Processed	679		643	5.6%
Incident / Officer Reports Processed	151		194	-22.2%
COURT / WARRANT				
Warrants Received	N/A		N/A	#VALUE!
Warrants Entered	3226		2347	37.5%
Warrants Cleared	1944		2139	-9.1%
Warrants Validated	21,954		20,377	7.7%
Extradition / Transports	N/A		N/A	#VALUE!
EVIDENCE				
New Cases Submitted	340		405	-16.0%
New Items Submitted	585		2376	-75.4%
Items Disposed	606		2205	-72.5%

### NARRATIVE ANALYSIS

*[Narrative analysis to include trends or other applicable issues]*

- ☒ Contract Service overtime for calendar year 2004 was 5683 hours for 117 contracts totaling \$337,770. This was a major increase from calendar year 2003 when there were 73 contracts for 3210 hours totaling \$183,631.
- ☒ There was a decrease of 1.9% or 16,946 in the number of radio transmissions during calendar year 2004 as compared to 2003. However, the number of CAD incidents increased by almost 54%. Telephone calls could not be tracked prior to the installation of the new logging recorder.
- ☒ The Front Office processed 18 additional reports during calendar year 2004. This includes accident, arrest and incident reports. Accident reports alone increased by 2.3% and arrest reports increased by 5.6%. The number of incident / officer reports declined by over 22%.



- ☒ The number of warrants entered into the criminal justice systems increased by 37.5% or 879 warrants. There were 195 fewer warrants cleared for a 9.1% reduction in calendar year 2004. The number of warrants validated increased by 1577 or 7.7%. The number of incoming warrants received in the Elko Office were not tracked until recently.
- ☒ There were 65 fewer new cases in which evidence was submitted to the three evidence vaults within the Command. This corresponded to a 16% decrease when compared to calendar year 2003. This also led to a decline in the number of new items submitted. The number of items disposed of declined sharply, 72.5%. This was due to a large destruction of items in 2003 that had been accumulating for some time.
- ☒ Central Command personnel completed all of the required training during calendar year 2004. This is training required by the Division and POST.

## PROGRAMS

### ☒ ADAPT VEHICLE

The ADAPT vehicle was deployed on 61 separate occasions during calendar year 2004. In over 392 hours of use 375 violations resulted in citations being issued. Due to the mechanical condition of the vehicle utilized for the ADAPT program and the lack of a replacement vehicle, the ADAPT vehicle has not been utilized since October.

### ☒ RADAR TRAILER

The RADAR trailer for the Central Command was utilized on 104 occasions totaling 1165 hours during calendar year 2004. This is a 117% increase over 2003 when the trailer was deployed for 534 hours.



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